

PRICE \$2½ PER MONTH.

084 JAS. B. COUGHTREY  
Secretary.  
Hongkong, 26th September, 1895.



# INTIMATION.

## A. S. WATSON & CO., LIMITED

### VEGETABLE AND FLOWER SEEDS.

#### SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

**SEED LISTS**  
with  
**HINTS FOR GARDENING**  
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

**CLAY'S FERTILIZER.**  
A high-class Fertilizer for Pot-Plants and for use in the Garden generally.

It supplies natural nutriment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. £1.75.  
25 lbs. " " £4.50.  
Directions for use are given on the Label.

**RANSOME'S "NEW PARS"**  
**LAWN MOWERS.**  
The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

**A. S. WATSON & CO., LIMITED,**  
THE HONGKONG DISPENSARY.  
Established A.D. 1841.  
Hongkong, 12th August, 1895.

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the news columns should be addressed to THE EDITOR, and not to the Proprietor, unless the Editor is specially directed to the contrary.  
All letters for publication should be written on one side of the paper only.  
No anonymous correspondence will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press.  
P.O. Box 20. Telephone No. 12.

**The Daily Press.**  
HONGKONG, OCTOBER 1st, 1895.

From today the colony is to be put on short allowance of water, to the great inconvenience of the community and danger to the public health. The rainfall of last week has made only a trifling difference to the reservoirs, but it has set the streams running a little and will keep the springs supplied for some time. Although continuous rain was the report for the most part gentle and the Observatory reports give only 2.24 inches as the total for the five wet days. Such as it was, the break in the drought, was very grateful, but the expectation that it would tide the colony over its difficulties and render the limitation of the water supply unnecessary was unfounded. We are now at the beginning of the dry season, with the reservoirs little more than half full. In the last two years the reservoirs were full at the end of October, yet there was a winter famine before the end of the dry season. From this it will be seen how gloomy are our present prospects. In 1893 and again in 1894 the October rainfall amounted to between seventeen and eighteen inches, but that was exceptional, the ten years' average being only 4.78 inches. On the doctrine of chances we can hardly hope for a repetition of such exceptional rainfall during the present month, and appearances are wholly against it, as the north-east monsoon seems to have set in. We must hope for the best, however, and in the meantime husband our supplies so as to make them hold out as long as possible.

The Tiam reservoir has a gathering ground of 700 acres. The same stream at a point lower down, where its bed is approximately 100 feet above the sea, has a gathering ground of 1,490 acres, of which 700 contribute to the existing Tiam reservoir. In his report last year, from which we take these particulars, Mr. CHADWICK considered the various means of augmenting the supply and recommended that the Tiam dam should be at once raised to the utmost extent that appears safe, and that the dry weather flow of the Tiam stream should be investigated with a view to its complete utilisation if the results were favourable. It was decided to raise the dam of Tiam reservoir by 22 ft. 6 in., increasing the storage capacity by 76,000,000 gallons, and about half the work was accomplished last winter. Unfortunately the rainfall this season has been insufficient to fill the reservoir even to the extent of its original capacity. The outlook, therefore, is a very black one. Would it not be possible at once to make temporary arrangements for pumping from the stream below the Tiam dam? Even in the driest season there is always some flow of water there and in the present emergency any addition to the available supply, however small, would be valuable.

The root of the difficulty, however, lies in the unfortunate policy which has been

adopted of laying the water on to all the Chinese houses. Had the former system of allowing the Chinese to draw their supplies from street fountains been adhered to the colony would have been spared the scarcity of the last few years and the calamity with which we are now threatened. From whatever point of view it be considered, the policy adopted is a mistake. It renders necessary the adoption of the intermittent system, the evils of which Mr. CHADWICK very forcibly points out in his report already referred to, namely, (a) the entrance of foul air, foul liquids, and possibly disease germs into the water mains; (b) the growth of fungi and corrosion in the pipes; (c) the undue wear and tear of the distribution system; (d) the difficulty of equitable distribution of water throughout the waterworks area; (e) the waste of water; (f) the failure to provide efficient fire service. In concluding his remarks under this heading he says that "it is worthy of consideration whether, if restriction has to be adopted, the best plan would not be to shut off all house services, leaving the people to obtain their water from public taps, temporarily, if necessary, in the winter adopted in England during frosts." We would commend this recommendation to the serious attention of the Government at the present juncture. The cutting off of the house services in the Chinese quarters and wherever the meter system is not rigidly enforced appears an absolute necessity. If that measure were adopted the amount of water at present in storage would, there is good reason to believe, last the colony until the next rainy season commences.

The delivery of the French mail was begun at 8.55 a.m. yesterday.

There were 2,128 visitors to the City Hall Museum last week, of whom 148 were Europeans.

Thursday night the Chinese mid-autumn festival, is to be observed on a holiday by the Kowloon Customs.

The following appointments have been made at the Admiralty: Commandant O. B. Kingmill, to the Archer, to date 27th August.

The time, troops, is ordered to be put out of commission in Chatham Dockyard, and no longer employed in receiving duties.

The coals charged with forging the trade mark of the Wo Hop firm was not good for four months by H. E. W. Wodehouse at the Police Court.

The O. & O. steamer Coptic, with mails, &c., from San Francisco to the 12th inst., via Honolulu, has arrived at Yokohama and will leave for this port this morning via Nagasaki.

At Colombo four Salvation Army officers have been convicted of leading drums on the high road without a licence, a man convicted to flogging, and a fine of five rupees each, or in default one week's simple imprisonment. The imposed on one of the defendants was paid.

Four months by H. E. W. Wodehouse at the Police Court.

Several persons, says a contemporary, will feel disposed to deny that Captain Henry Derry, R.N., deserves the additional pension of £50 a year which has been awarded him. As early as 1852 he had attained the rank of fourth lieutenant, and in 1854, while second master of the *Spargan*, was severely wounded for his services against pirates on the Chinese coast; and again in November, 1854, he distinguished himself in another raid on pirates in the Bay of Cocin.

From the latest report of the British Consul-General at Frankfurt on the trade of Germany it appears that in the year 1894 the value of Germany's direct exports to Japan amounted to 1,000,000 marks. In 1893, however, it rose from 500,000 marks to 1,000,000 marks; in 1891 it again rose to 1,300,000 marks; and in 1890 it rose to 1,500,000 marks, the highest point yet reached. The British exports to Japan at the same time amounted to 1,150,000 marks.

At the suggestion of the German Envoy at Tokyo and the Prussian Minister of Commerce, the Central Committee of German Manufacturers is about to publish a periodical in the German language, the purpose of advertising German goods among the Japanese people. It has been ascertained that Japan is likely to prove a much better market for German goods than was till lately supposed. A similar journal will be published by the Japanese Government, and the other three proposed to be published by the Japanese and Chinese languages in the Oriental Seminary at Berlin.

In the Leeds Chamber of Commerce on 29th August the president raised the question of the best way of promoting British trade in South China. He suggested that a railway from Hankow to the Southern Provinces, a distance of 700 miles, costing about five millions of pounds, should be promoted under Imperial Government. The interest at 3 per cent. would only involve a liability of £150,000 a year. It was decided to appoint a committee to report to the Chamber. According to *Reuters*, the Government has replied that the money and estimates for the railway are in course of preparation.

A return has been presented to Parliament giving the Australian mail contracts entered into by the Postmaster-General and the Pacific and Oriental Steam Navigation Company and the Oceanic Steam Navigation Company respectively. New agreements extend the existing contracts until January 31st, 1898. The companies at the same time undertake that the routes shall after January 1st, 1896, call at Colombo on every fortnight and at Hongkong on every fortnight, and at least once a week to Australia. A further advance is given for a good supply for early delivery and also for delivery outside the main routes. The companies are to be paid for the extra service at 2s. 6d. per ton higher than they were some four years ago. A further advance is given for a good supply for early delivery and also for delivery outside the main routes. The companies are to be paid for the extra service at 2s. 6d. per ton higher than they were some four years ago.

Messrs. S. W. Bony & Co., in their report dated Manchester, 24th August, say: "The improvement noticeable in the pig iron market of the last few months has been maintained during the month of July, but has been somewhat checked by a new low in the market for pig iron, which has now fallen to 6d. per ton higher than they were some four years ago. A further advance is given for a good supply for early delivery and also for delivery outside the main routes. The companies are to be paid for the extra service at 2s. 6d. per ton higher than they were some four years ago."

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## NOTICE TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY

## CONSIGNEES per Company's Steamers

**"PALAU"**  
are hereby notified that the Cargo is being discharged into Crut, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Crut or Godown on or after the 24th inst.

Goods undelivered after the 24th October will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 24th October.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 25th September, 1895. [1909]

## NORDBREITSCHER LLOYD.

## NOTICE TO CONSIGNEES.

## S.S. "KARLSRUHE"

## THE above-named steamer having arrived,

Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 2nd October, at 3 p.m.

All claims must reach us before the 7th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by MELCHERS & CO., Agents.

Hongkong, 25th September, 1895. [7]

## FROM HAMBURG, PENANG, AND SINGAPORE.

## THE Steamship

## "KIDENHILDE"

Captain Fock, having arrived from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon on Friday, the 4th October, at Noon.

Any Cargo impounding for discharge will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th October, at 3 p.m.

No Fire Insurance has been effected.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 27th September, 1895. [2023]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamers

## "PRAM"

are hereby notified that the Cargo is being discharged into Crut, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Crut or Godown on or after the 24th inst.

Goods undelivered after the 24th Oct. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 24th October.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 28th September, 1895. [2027]

## NOTICE TO CONSIGNEES.

## THE T. &amp; O. S. N. Co's Steamship

## "REINDISI"

FROM BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods, being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Persian Gulf &c. Mobile and Kien.

From Malacca, and other ports, and to port.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. to-day.

Goods not cleared by the 5th October, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notices of claims given to the undersigned, when a representative of this Office will attend to examine them at 10 a.m. on the 4th and at 10 a.m. on the 5th proximo, after which no claims will be recognized.

**ALCOCK & CO.,**  
Acting Superintendents.  
Hongkong, 23rd September, 1895. [1]

## VESSELS ON THE BERTH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

## "FORMOSA"

Captain Davis, will be despatched for the above ports to-day, the 1st October, at 10 a.m.

For Freight or Passage, apply to

**DOUGLAS LAFFRAK & CO.,**  
General Managers.  
Hongkong, 29th September, 1895. [2007]

## FOR SINGAPORE, HAYRE, AND HAMBURG.

## THE Company's Steamship

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**DOUGLAS LAFFRAK & CO.,**  
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**DOUGLAS LAFFRAK & CO.,**  
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Hongkong, 29th September, 1895. [2007]

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## VESSELS ON THE BERTH

## "SHIRE" LINE OF STEAMERS

## FOR LONDON, HAMBURG, AND ANTWERP.

## THE Steamship

## "CARMARTHENSHIRE"

Captain Stace, will be despatched for the above ports to-day, the 1st October, at 10 a.m.

For Freight or Passage, apply to

**DODWELL, CARLILL & CO.,**  
Agents.  
Hongkong, 25th September, 1895. [1640]

## FOR YOKOHAMA AND KOBE.

## THE Steamship

## "ARGYLL"

Captain Duncan, will be despatched to-day, the 2nd October, at 10 a.m.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 25th September, 1895. [1976]

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

Taking Cargo and Passengers at through rates for NINGPO, CHERPOO, NEWCHANG, TIENTSIN, HANKOW, and Peking (via the Amoy).

The Company's Steamship

## "SARAPEDON"

Captain Jackson, will be despatched as above to-day, the 2nd October, at 10 a.m.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 25th September, 1895. [2028]

## NAVIGAZIONE GENERALE ITALIANA

## (FLORENCE AND RAVENNA STEAMSHIP COMPANY)

## STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with the Company's Mail Steamer ADDA, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), VENICE, TRIESTE, and GENOA.

Mediteranean, Adriatic, and Southern Ports, and to the East.

Taking Cargo at through rates to PERMAN GULF and BAHAG.

The Steamship

## "BISAGNO"

Captain Dodaro, will be despatched as above to-day, the 4th October, at Noon.

At Bombay the Steamer are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

**CARLWITZ & CO.,**  
Agents.  
Hongkong, 24th September, 1895. [6]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki, Kobe, and Yokohama) Tuesday, Oct. 8, at Noon.

CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, and Yokohama) Saturday, Oct. 26, at Noon.

CITY OF PEKING (via Nagasaki, Kobe, and Yokohama) Saturday, Nov. 16, at Noon.

Hongkong, 28th September, 1895. [2027]

## NOTICE TO CONSIGNEES.

## THE T. &amp; O. S. N. Co's Steamship

## "REINDISI"

FROM BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods, being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Persian Gulf &c. Mobile and Kien.

From Malacca, and other ports, and to port.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. to-day.

Goods not cleared by the 5th October, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notices of claims given to the undersigned, when a representative of this Office will attend to examine them at 10 a.m. on the 4th and at 10 a.m. on the 5th proximo, after which no claims will be recognized.

**ALCOCK & CO.,**  
Acting Superintendents.  
Hongkong, 23rd September, 1895. [1]

## VESSELS ON THE BERTH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

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## THE Company's Steamship

## "FORMOSA"

## VESSELS ADVERTISED AS LOADING.

## VESSELS ON THE BERTH